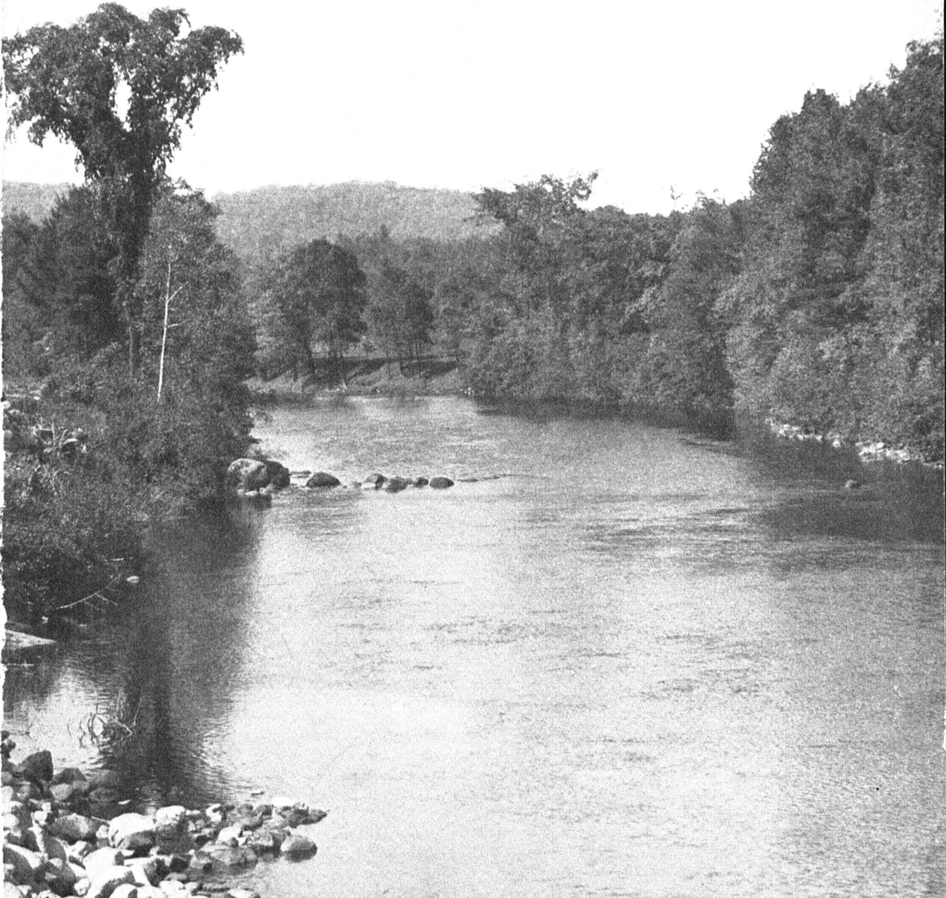
THE DELAWARE AND HUDSON RAILROAD BULLETIN



JANUARY 1, 1934

SCHROON RIVER
NEAR WARRENSBURG, N.Y.

A New New Year

E'EN though throughout the year now flown
The days were filled with doubt and fear,
May Hope eternal spring to life
To bring to all a glad New Year.

Amid the gloom of dreams proved vain
When ideals fail and life grows drear,
Let Courage lend its healing balm
To make more bright the coming year.

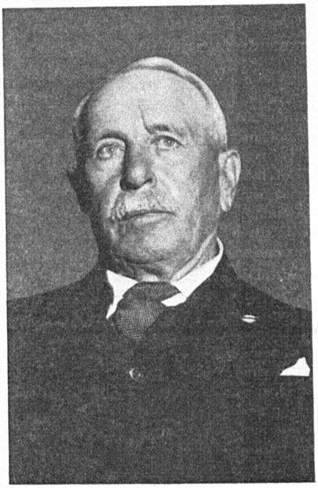
While clouds may hang o'er sunless skies
And guiding stars fail to appear,
Cling fast to Faith whose strong embrace,
Will lead us safely through the year.

—AUTHOR UNKNOWN.

The
DELAWARE AND HUDSON RAILROAD
CORPORATION
BULLETIN

Fast Trains Not New

Veteran Recalls Mile-a-Minute Schedule of Forty Years Ago



THOMAS DARMODY

RAILROAD people point with pride nowadays to their 'crack trains,' mile-a-minute runs, and non-stop records as if they were new — why, we had a train up on the Rutland and Washington Branch forty years ago running on a schedule that called for an average of 50 miles an hour between stops, and we had no electric headlights, no automatic signals or couplers, no air brakes, and an engine so small you could lose her in the firebox of the *L. F. Loree*," says THOMAS DARMODY, retired fuel foreman, who spent 50 years to a day in Delaware and Hudson service.

"The timetable allowed 'The Jug,' as it was commonly called, 45 minutes to cover the 25 miles between Rutland and Whitehall with five intermediate stops, two of which averaged five minutes each, leaving us only 30 minutes actual running time if we were lucky; many a time we had only a minute per mile and we made it, too!

"There never was an engine built yet that pound for pound could outrun those little four-wheelers we had on the R. & W. Among others we had the *J. A. Griswold*, *Montreal* and the *Warren*, American type engines used in freight service, while for passenger service we had the *Mohawk* and *Woodbridge*, inside connected eight-wheelers. The last two only carried five or six tons of coal and a correspondingly small supply of water, and, of course, they were not equipped with superheaters, but they handled a four-car train on a mile-a-minute schedule with no trouble at all."

MR. DARMODY entered Delaware and Hudson employ on March 1, 1882, under Master Mechanic Fred Kegler, who put him to work unloading brick fuel from the eight-ton, four-wheel "Jimmy" cars in which it was transported from the anthracite region of Pennsylvania to the R. & W. roundhouse at Salem, N. Y. These bricks of compressed coal dust and tar measured approximately ten by six by six inches, and MR. DARMODY had to unload and pile them in the fuel sheds. In those days the crews of freight trains loaded the fuel on their engines before starting their day's run; passenger engines, due to leave early in the morning, were loaded by the roundhouse night force. The use of these bricks, as has been related in previous issues of *The Bulletin*, was subsequently discontinued.

One year after he entered the service, MR. DARMODY, then 21 years of age, began to learn the machinist's trade and for four years he worked in the old Salem shops boring and pressing car wheels on the axles. and performing other duties of similar nature.

Tiring of this work, MR. DARMODY secured a transfer to the firemen's roster and on February 1, 1887, went firing for "Jim" Coniff on the Whitehall-Rutland freight run with engine *R. E. Marvine,* No. 102, an anthracite-burning Mogul, equipped with hand brakes on the tender only.

Braking freight trains by hand, as those crews did it, is now a lost art due to the development of the air brake which came a few years later. On the uphill trip from Whitehall to Rutland they were given only 22 cars and a pusher engine to help out, but on the return trip with one engine and from 50 to 60 loaded cars, many of which carried marble from West Rutland and slate from Granville, the four brakemen and conductor were busy every minute keeping the train under control. The unreliable link and pin couplings further complicated matters for occasionally the train broke in two and then there was grave danger that the rear section might collide with the head end. This happened one night while MR. DARMODY was firing on this run. The train broke in two places and, when the two runaway sections ran into the first, eighteen cars were thrown down an enbankment although, miraculously, nobody was injured.

For several years MR. DARMODY fired engines 126 and 132 for Albert Broughton on "The Jug," the train already mentioned. This particular train was noted for two things: its speed and its policeman. So many of its passengers were rough and ready slate and marble workers that it was found expedient to have a patrolman regularly assigned to ride this train in the interests of law and order. Officer Polly, who for many years held this position, was such a big, powerful man that his presence was usually sufficient to gain the end desired.

In 1896, MR. DARMODY became an engineer on the Champlain Division, and was assigned engine 65, a little Mogul. After eight years on the right side of the cab he returned to his birthplace, Salem, as night foreman in the roundhouse, where he remained until 1909 when the shops at that point were closed. During the next three years he was a tool inspector at Green Island, it being his duty to see that each engine was properly equipped with tools. In 1912, MR. DARMODY went to the Colonie roundhouse as night hostler foreman.

During the World War period a fuel plant was maintained at Colonie where nearly 78,000 tons of anthracite and bituminous coal were stored as an emergency supply, and he was made fuel foreman in 1918. Later on this coal was parceled out by the carload until the huge pile completely disappeared.

Strangely enough MR. DARMODY began his railroad career on March 1, 1882, and he retired on pension March 1, 1932, having completed exactly 50 years to a day in Delaware and Hudson employ. Equally odd are the facts that he began as a boy at Salem handling brick fuel and when he retired he was in charge of the locomotive fueling plant at Colonie, although he had held a variety of positions in the intervening half century.

MR. DARMODY, who resides at 1812 Fourth Avenue, Watervliet, N. Y., is a member of The Delaware and Hudson Veterans' Association, The Brotherhood of Locomotive Firemen and Enginemen, and St. Patrick's Church of Watervliet.

On the "Penn" Division

Index Now Ready

AN index to the contents of Volume 13 of *The Bulletin*, 1933, has been printed and may be obtained by applying to the Supervisor of Publications, Room 905, Delaware and Hudson Building, Albany, N. Y. There is no charge for the index which is valuable in the event that the individual issues of the magazine are either kept on file or bound in book form.

Copies of the indexes to the contents of volumes of *The Bulletin* from 1925 to 1932, inclusive, may also be had upon application.

Car Inspection

By CARL DIERKS, *Chief Inspector*

RAIL transportation performs a very important service to organized society and it is our function to assist in making it as efficient as possible. Railroads aim to operate their trains on schedule and without mishap and in the accomplishment of those ends the Car Inspector plays an important part.

It is incumbent upon the Car Inspector to examine the rolling stock before trains depart to insure the delivery of commodities at destination at the time fixed for their arrival. One editor has referred to the Car Inspector as "The Man of the Hour." I believe we are all agreed on the importance of the Car Inspector and his value every hour of the 24.

Recently one of our Foremen said, "The importance of the Inspector is only appreciated when some car failure has caused a delay." Delays and accidents cause inconveniences and are expensive, the latter frequently resulting in extensive property loss, and sometimes causing loss of life. Uninterrupted service is representative of efficiency and economy and such conditions are dependent in great measure upon the thoroughness of car inspection.

Car Inspection and Transportation are closely linked, in fact, the operations are more closely associated than is sometimes realized. As a result train schedules are often established without due consideration being given to allotting sufficient time for the inspection force to properly perform the work required to assure the mechanical fitness of the equipment before departure. Freight trains today are operated on schedule and at passenger train speeds. Great strides in reducing delays in transit and expediting deliveries have been made by concerted efforts upon the part of all railroads. The future business depends upon this class of service.

Car inspection forces must be organized and conditions constantly studied to keep train performances up to the standards required. We have established a chart upon which train arrivals and departures are plotted over a 24-hour period. The inspection forces are adjusted to conform to the traffic volume. These operations are checked periodically in order to keep in touch with business fluctuations. We have found such information to be especially valuable during these depressed times when revisions of forces and hours are necessary to secure economies of operation without impairment of service.

Testing for Evidence of Cut Journal

Accurate advance information of train arrivals and departures must be had to regulate and properly balance the car inspection force. This is especially important at interchange points where trains are matched up on schedule. Inspectors at these latter points have, to a large extent, a measure of financial responsibility which they should always be made to realize. It is upon their judgment that defect cards, transfer of lading, and lading adjustment authorities are issued. The issuance of these forms represents drafts for money upon the company's treasury. It is equally important that similar protection be demanded under reverse circumstances. Knowledge of the rules and common sense application thereof are the essentials that determine the proper course of action.

The number of inspectors assigned to a train will vary with yard conditions. There may be two—one on each side of the train—or perhaps four, or as many as eight inspectors used to advantage. An example may be cited of an interchange point where on one shift eight men are used. These men inspect the cars, make necessary repairs and treat the journal boxes. Any cars requiring repairs such as brake beams, journal bearings, brake shafts, running boards, etc., are carded to be switched to a track in the yard designated for repairs of this character. The object is to avoid delay in switching operations and to provide means by which such repairs can be undertaken while the train is being assembled. As a result, necessary repairs of the character mentioned are made and the cars are forwarded in the trains as scheduled without causing delay. In addition, this force makes necessary air brake inspection as well as any repairs to the air brake equipment. Variations of this method obtain at other points, lap shifts being used to build up the forces for periods when it is necessary to concentrate.

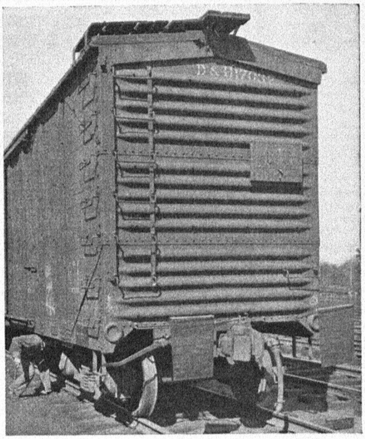
Lubrication is a matter of paramount importance. Regardless of the good quality of oil used, the packing and mechanical parts of the journal box must receive systematic attention, otherwise the lubricants cannot be expected to perform satisfactorily. For example, care should always be exercised to prevent matting or glazing of the journal box packing. Packing rolled or dislodged from proper position should always be adjusted. Carelessness, or inattention to these details will result in trouble. On the Delaware and Hudson Railroad there are but few box packers assigned to the transportation yards. In other words, it is the duty of the Car Inspector to treat the boxes as well as inspect them.

A Car Inspector must have a knowledge of the Interchange Rules. These rules provide that empty cars, except home cars, when offered in interchange must be in safe condition and serviceable for the loading of some commodity; otherwise, the receiving line may refuse to accept them. Upon the Car Inspector rests the responsibility for keeping unserviceable cars off his road, but an overzealous Inspector who rejects an empty coal car delivered to his road for company coal loadings and returns the car about 200 miles to the car owner because there are a few pieces of floor cracked or a little dirt in the bottom of the car, has no place in the railroad organization of today.

Loaded cars when offered at connections must be accepted by the receiving line which elects to run, repair, or transfer the contents. There are certain exceptions to this rule.

The rules also specify that certain defects must be repaired under load. The Car Inspector should make every effort to move loaded cars, as transfers have a tendency to invite claims, to say nothing of the delays to car and contents with consequent added expense to the railroad and loss in revenue.

The Car Inspector who is familiar with the service requirements of his railroad and has proper knowledge of the rules is able to promptly pass judgment on a defective car. The inspector who unnecessarily holds up loaded cars is more of a liability than an asset to the company.



Inspecting Car Truck and Brake Rigging

It is apparent, therefore, that too much stress cannot be placed upon the importance of a careful inspection of cars before loading. Only equipment suitable for the commodity to be transported should be selected, and to insure that such care has been taken, the Car Inspectors on the Delaware and Hudson are required to certify to the mechanical fitness of the car on a form provided for that purpose.

A matter of vital importance is the correct method of measuring open loads to insure proper routing of cars to their destinations. On the Delaware and Hudson a plan of education has been adopted whereby the proper procedure is displayed by an instructor who, by means of a chart, explains the correct method of taking measurements. This insures uniformity of practice. For example, a standard measuring scale is employed at all points. The advantage of this scale is that all readings can be made by the man on the ground.

While experience in the past is largely a guide for the future, adjustments are constantly necessary to meet changed conditions. As applied to freight trains the changes are obvious. An illustration of interest is the evolution of the freight car. From a study made it was found that the number of car parts has decreased considerably in the last 25 years. For example, the number of pieces in a box car has decreased as much as 50 per cent. In the case of trucks alone, comparing the arch-bar with modern truck side designs, we found a reduction of fifteen to forty per cent depending upon the type. These improved conditions have to a large extent simplified inspection practices.

Still there are car parts which, through improper design or for experimental purposes, were applied to cars, and which require considerable time and effort to keep them in serviceable condition. For instance, there are various types of brake beam safety supports in service which require constant attention from the inspector. A loose support with a bolt or rivet missing is something that requires immediate repair, and I assure you that there are many cars received in interchange on which these devices are not properly maintained.

The Inspector who certifies a car for loading can materially help if he will see that these devices are secured before the car is started on its way with a load.

A first class Car Inspector is not necessarily the man who cripples the most cars. He is the man possessed of sound judgment and one who knows whether the condition of a car is such that it will carry its load safely as scheduled to its destination. In fact, it has been my experience that the alert Inspector has an intimate knowledge of cars of various ownerships and instinctively knows where to look for weak and defective parts requiring attention.

Training and experience are fundamentals which enable an Inspector to distinguish between safe and unsafe cars. It is his duty to keep the safe and serviceable cars between the locomotive and caboose.

The importance of the air brake inspection before trains depart from terminals cannot be over-estimated, since a flaw in any vital part of the brake equipment renders it inoperative and lessens the braking control of the train. The value of effective braking power being so well understood, we have always considered it advisable to constantly impress upon our Inspectors the necessity of a thorough final inspection and testing of the braking mechanism.

Unquestionably, the most important of all inspections is that having to do with passenger trains. An Inspector assigned to a position of such responsibility must have a thorough knowledge of his work. To a large extent he is responsible not only for the safety of his fellow employes, but for that of the traveling public as well.

Life's Inequalities

He was a good-natured Irishman, and was one of a number of men employed in erecting a new building. The owner of the building said to him one day:—

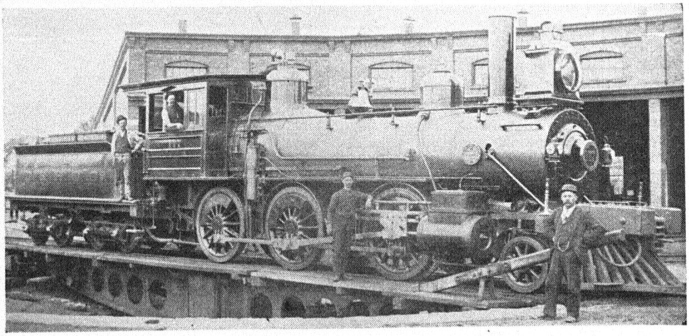
"Pat, didn't you tell me that a brother of yours is a lawyer?"

"Yes, sor," replied Pat.

"And you a hod carrier! The good things of life are not equally divided, are they?"

"No, sor," said Pat. "Poor fellow! My brother couldn't do this to save his loife!"—*New Zealand Rys. Magazine.*

At Delanson in the Eighties



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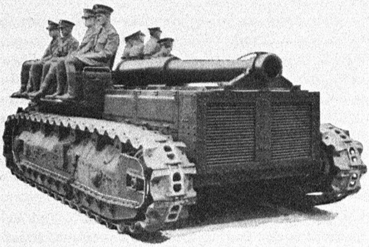


8" Howitzer Motorized

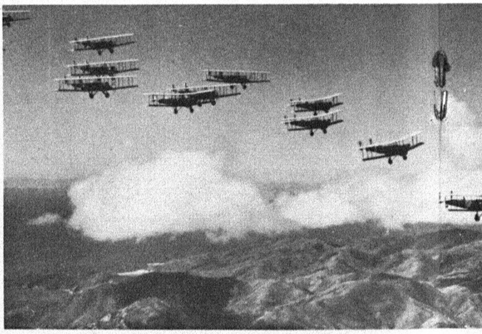
SHIFTING from politics to war, we again notice the radical consequences of accelerated communication. Railroad and motor transport have profoundly influenced land warfare. They have made it possible to concentrate armies rapidly in large numbers, to relieve threatened positions rapidly, to improve the situation of the wounded, and to extend the campaigning distance from a base of supplies. The infantry formerly spent much of their time trudging from one scene of action to another; now they have more time to fight and rest. The fastest corps in Napoleon's dash from the Channel to the Danube in 1805 averaged 15 miles a day, and the usual rate for large bodies was nearer 10. Today, troops can easily be moved at least 700 miles a day. Wellington remarked that it was not practicable to move more than 100 miles from a base of supplies, for the men and horses would consume the contents of their wagons in any longer haul. Today, that distance is greatly lengthened. The situation of the wounded in the old days was bad, both from a humanitarian and a tactical point of view. Now the wounded can be better treated in distant hospitals and can return in better condition for service.

The possibilities of the railroad in war were pointed out by a German as early as 1833. They were used in the Italian campaign of 1859 and gave a full demonstration of their value in the American Civil War. The tremendous and almost immediate concentration of troops on the Western front in the World War was made possible only by intricate railways preparations made by the rival general staffs. The anomaly was that the great mobility in concentration produced prolonged strategical immobility. So many men were quickly crowded into a limited space that there was no room to maneuver. Behind the lines, however, the railroads, supplemented by motor trucks or lorries, did wonders in bringing up supplies and shifting troops to critical points.

Military Information

THE effect of rapid transmission of information is also evident in the military field. The United States would probably have never fought England in 1812 had there been a transatlantic cable, for England suspended the Orders in Council, the chief American grievance, the day before war was declared at Washington. The only important American military victory in the war was the battle of New Orleans, fought two weeks after the negotiators decided upon peace at Ghent. The new methods of communication have ended such possibilities, and have also done much to concentrate authority and responsibility. The ministry can keep in constant touch with the commander-in-chief, and he, in turn, with his subordinates. The motorcycle and field telephone have displaced the galloping staff rider, while the "eyes of the army" are no longer the cavalry but the air force, which can give wireless information to batteries and make photographic records of enemy lines, to say nothing of bombing positions far in the rear.

Naval warfare has undergone an equally thorough revolution. The application of steam to navigation gave it a regularity impossible to achieve in the days when ship movements were at the mercy of the winds. Those who enjoy playing with the "ifs" of history might speculate upon what would have



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cation Revolution

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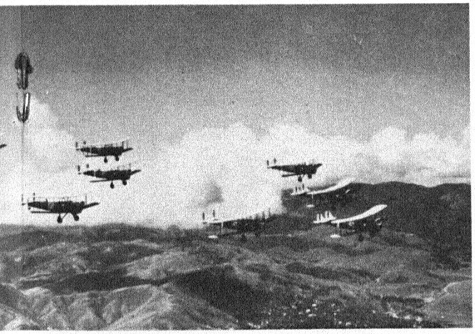
happened if Napoleon had adopted Fulton's idea of the steamboat in 1804 and towed his flatboats across the Channel on some foggy night when the Royal Navy was becalmed. Wireless, which can even control the movements of a warship from a distance, has added another important element to naval warfare. An analysis of the Jutland operations in contrast to the Trafalgar campaign reveals the tremendous changes in a century.

8" Rifle on Railway Mount

Development of Cities

TURNING sharply from war, we find another significant consequence of the Communication Revolution in the present great metropolitan areas. H. G. Wells pointed out at the turn of the century that the size of a city has been limited by the desire of its residents to spend not more than an hour in going to work and another hour returning home. As long as most men walked, the city was limited to roughly a four-mile radius from the business center. If it continued to grow in size, it was at the expense of severe overcrowding in housing conditions. Then, with new methods of transportation, a new social type developed in the commuter, who could work in the heart of the city yet have a front lawn and fresh air at home.

New York City is essentially a product of the Communication Revolution. The Industrial Revolution may have been responsible for the growth of Manchester, Birmingham, and Pittsburgh. New York, on the other hand, first drew ahead of its rivals because of its foresightedness in digging a canal to draw grain from the West, establishing liners to draw manufactures from Europe, and utilizing the steamboat to distribute its products along the coast. If new communication devices gave New York its start, they were absolutely necessary to handle its ever-increasing population. In 1800, it had about 72,000 inhabitants; in 1930, the municipal area contained nearly seven million and the whole metropolitan area about eleven million. Ingenuity was taxed in getting the surplus workers to and from their homes. About a century ago, the omnibus and then the horse car were temporary solutions, soon followed by the steam railroad. In 1867, an elevated railroad, using steam at first, was built to relieve congestion on the streets. Twenty years or so later electricity came to the rescue with surface cars, and later, electric elevated trains. In the meantime, the Hudson and East Rivers, with their slow ferry service, were barriers to expansion. The Roeblings did important work to relieve this with the Brooklyn Bridge, opened in 1883, and soon followed by other bridges. In 1904, New York opened its first subway, and within ten years several tunnels under the Hudson and East Rivers were opened.



Photographs by Courtesy Recruiting Publicity Bureau, U. S. Army

Effect on the Individual

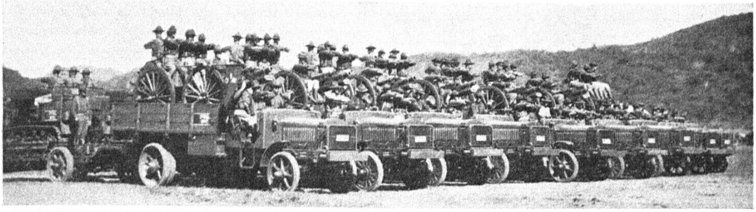
ABOVE all, inventions have tended to broaden the horizon of the average person in a remarkable way. We can appreciate this as we look back at eighteenth-century conditions before the movement started. "The vast body of colonists," writes Dr. Andrews, "stayed at home. They led quiet and uneventful lives, little disturbed by the lust for travel and seldom interrupted by journeys from their places of abode." That description would serve not only for colonial America but also for most of contemporary England and Continental Europe. The average village was practically cut off from the outside world, especially in winter. News of great outside events trickled in slowly, frequently months after they happened. Localism was extreme, residents of the next county were regarded as aliens, and quaint local customs, prejudices and superstitions flourished in that atmosphere of isolation.

An increase of travel was the first obvious result of the new developments. In the old days, the great majority probably never in the course of their lives went more than 50 miles from their birthplace, and for many 20 miles would be the limit. Fashion, urgent business, emigration, or an incurable wanderlust were the chief motives for such travel as there was. The slowness, expense, and discomforts of travel combined with inertia to keep most of the people at home. The railroad did much to increase travel, but the automobile has done infinitely more. In 1895, only four automobiles were registered in the United States; at present there is one for almost every family. It has become an important influence in the life of the individual and its speed has done much to increase the tempo of modern life. Always available, it gives the owner a new control over his movements, while it creates and gratifies a wanderlust. In 1930, on a per capita basis, the average American traveled some 57 miles by bus, 106 miles by electric lines, 218 miles by steam railroads, and 2,697 miles by automobile. That same year, 445,000 American citizens sailed from Atlantic and Pacific ports, about half of them visiting Europe, where they spent more than $100,000,000.

Even for those who do not travel far from home, outside contacts have greatly increased. In the matter of out-of-town first-class mail, the "per capita" American about 1790 received one letter in five years; at present he receives one every four days. Telephones have increased until they are nearly as common as automobiles, and from almost every telephone one can be quickly connected, if he will pay the price, with all but about 2,000,000 of the 35,000,000 phones in the world. It was reckoned in 1927 that the "per capita" American received a local telephone call every day and a half, a telephone toll call every forty days, a telegram every six months, and a cable once in eight years.

To these might be added the effects of certain instruments of so-called "mass communication." The oldest of these, the newspaper, has utilized the other means of communication to present to millions, morning and evening, the latest account of important happenings in all parts of the world. The moving pictures, particularly the news reels, serve as communication of a sort. Finally, the almost miraculous spread of the radio during the past thirteen years has been perhaps the most dramatic achievement in communication. Even to homes far distant from the centers of population, it brings throughout the day varied programs with features of every sort. On special occasions, we can hear King George opening Parliament, Pope Pius extending a worldwide blessing, the League of Nations indicting Japan, and a Japanese commander explaining things away from Mukden. The promised development of television will make the radio even more effective. The chief implied danger in these forms of "mass communication" is that their great influence may be abused by small groups which control them.

Motorized Machine Gun Detachment



Field Artillery Passing in Review, Ft. Clayton, Canal Zone

"A Shrunken Planet"

THE quiet university village of Princeton affords a unique opportunity to observe the various stages of the Communication Revolution. Its main street has been for more than two centuries a part of America's most important highway, the main artery connecting North and South. Originally an Indian trail, it became the post road and the King's Highway, while Princeton, just midway between New York and Philadelphia, gained early prominence as an overnight stopping place. At present, more passengers and freight are probably carried past Princeton in a single week than in the whole colonial period. That old highway is now one of eight parallel lines of communication running within a few miles of Princeton. Over these pass most of the Southern traffic and a good share of the Western as well. Some 12,500 automobiles daily travel over the old highway and the newer, straighter road two miles away. There are two railroads, the Pennsylvania alone in 1929 carrying daily past Princeton some 20,000 passengers and 40,000 tons of freight. The main-trunk telegraph and telephone lines follow this route also, while flashing beacons on the horizon mark the route of the Southern air mail. Finally, as a relic of the past, there is a moribund canal, once busy with the coal trade. In addition to these eight regular lines, wireless telephone messages are sent to Europe and South America from a station on the outskirts of the town, removed as far as possible from the disturbances of New York, whose metropolitan area is encroaching upon Princeton from the other side. We receive fresh editions of New York and Philadelphia newspapers several times a day and share with the rest of the world the advantages of moving pictures and radio. Even the University is involved in the movement, for a third of its invested funds are securities of railroads and other forms of communication.

The Age of Speed has resulted, as Jack London remarked, in "a shrunken planet and an expanded humanity." There are times when we may long for the peaceful isolation of the eighteenth-century village, yet these changes have become such a part of our existence that their absence would soon become more maddening than their presence. How far the movement will go, we cannot predict—at least we are becoming more blase about the new developments than were our ancestors. A scientific colleague at Princeton is plotting the rate of speed increase to find when man may be able to reach the moon. A French student of the problem suggests an interesting possibility. Man at present, he says, boasts proudly, "There is no more distance!" A century hence he may be pacing the earth like a caged beast, and after crying desperately, "There is no more distance," may exert his ingenuity to recreate the space which he has destroyed.

(The end)

Does This Make Sense?

The Hoosier Motorist says, "Punctuate this, and it will not sound so crazy:

"A funny little man told this to me
I fell in a snowdrift in June said he
I went to a ball game out in the sea
I saw a jellyfish float up in a tree
I found some gum in a cup of tea
I stirred my milk with a big brass key
I opened my door on my bended knee
I beg your pardon for this said he
But 'tis true when told as it ought to be
'Tis a puzzle in punctuation you see."

Scarce

General: "Confound you, sir, why don't you be careful?"

Army Clerk: "What do you mean, sir?"

General: "Why, instead of addressing this letter to the intelligence officer, you have addressed it to the intelligent officer. You should know there is no such person in the army."

The
Delaware and Hudson Railroad
CORPORATION
BULLETIN

Office of Publication:
DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED MONTHLY by The Delaware and Hudson Railroad Corporation, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

All communications should be addressed to the Supervisor of Publications, Delaware and Hudson Building, Albany, N. Y.

Vol. 14 **January 1, 1934** **No. 1**

Dreams

HE used to dream of things he'd do
When grown to be a man,
Beguiling boyhood years away
With many an idle plan.
And now, when grown to be a man,
He knows no greater joy
Than dreaming of the things he'd do
If still he were a boy.

—SELECTED.

Who Owns the Highways?

HIGH explosives are being hauled across the country on open motor trucks, endangering the lives and property of highway users, states the *Butte* (Mont.) *Independent* in a recent editorial entitled "Who Owns the Highways?" The journal urges drastic regulation compelling truck owners to pay their fair share of highway maintenance and to carry sufficient liability insurance to cover damage caused by drivers.

"Just a day or two ago," the editorial says, "the papers told of a careless truck driver hauling a cargo of gun-cotton, colliding with a picnic party, killing four, whose bodies were shattered and burned, wounding 26 when 40 cans of the high-power stuff exploded following the wreck. All of which impresses on the public the importance of the question: Who owns the highways, anyway?

"What business has any firm or corporation loading 40 huge cans of gun-cotton on a truck and starting it across the country? Federal laws provide for the method of moving and labeling such explosives on the railroads, but a trucking outfit is permitted to haul this dangerous stuff across the country on an open truck, knock other vehicles off the highways, burn four people to death, wound 26 more.

"Legislation to regulate trucks on the highways meets opposition in the various legislative assemblies, usually on the ground that it will interfere with the farmers doing their trucking. This is a lot of bunk put up by the big trucking outfits. No such legislation is designed to interfere with farmers hauling their own products to market or moving supplies from town or city to the farm. The attempted legislation is designed to regulate commercial trucking companies which endanger life and property, tear up the highways and pay little or nothing to keep up the right-of-way which the public furnishes them.

"Drastic regulation requiring trucking companies to carry sufficient insurance to cover all public liabilities might help the situation. When the time comes that such trucking outfits are made to pay for the damage they do, the insurance rates will go to a point where it will require the highest efficiency and the most considerate drivers to handle trucks on the public highways.

"Who owns the highways? The people of the United States, but the trucking companies have taken possession of them and they dare the people to do anything about it; they dare the state legislature to reach them in any way; they dare the officers of the law to catch and prosecute their drivers; they dare anyone to sue them for damages. Some day we are going to wake up. Trucking on the highways has become a racket and nuisance, a menace to life and property."

For the New Year

WE hope every day may carry to you an opportunity in the morning, the joy of a man's work successfully done at noonday, and contentment at night. We hope that no day may bring disappointment or ill chance. We hope that as the year runs on you may be in your place and retain, though touched by time, all the essentials of youth.

Wherever we are, however near the end of our running, it is never too late to resolve that high thoughts and brave qualities shall accompany us for the rest of our journey. Beginning again is never impossible; the field of effort is open and he who sets his will to work may achieve.

—*Harper's Weekly.*

How Long Will I Live?

Man at 92 May Reasonably Expect to Live 2½ Years Longer

WHAT progress, if any, is science making in the war against disease? The answer to that question carries a message of hope and cheerfulness.

A broad view of the improvement in the whole health situation is revealed by the increase in the duration of life. In Europe, in the Middle Ages, the average duration of human life, based on the figures available for certain cities, was only about 20 to 25 years. This is the present situation in India. Fifty years ago in the United States life expectancy at birth was about 43 years. The white child born even as recently as 1911 had a life expectancy of less than 52 years. Now this figure has reached approximately 58 years, and it is believed that the end in lengthening the expectancy of life at birth is not yet reached.

Perhaps the reader who is 57 would have no cause for rejoicing at a belief that his life is limited to 58 years. That the reader of higher age may be assured of his continuance in this world, I set out in the following tabulation the expectation of life, on the basis of mortality rates in 1928:

Age (Years)	*Additional Years of Life To be Expected*
At birth	58
1	60
3	59
5	57
7	56
12	51
22	43
32	34
42	26
52	19
62	13
72	8
82	4
92	2½
102	2½

Now a further word of cheer to some of those who are interested in computing their chances of living to a ripe old age. The figures given above include all races, but it should be recognized that members of the white race have a lower mortality rate than colored people, and hence a better chance to live longer. For instance, the statistics of the same insurance company showed that among every 100,000 colored people 1,556 died in the course of the year, whereas only 824 white policy-holders per 100,000 died.

The next question which presents itself is, "Where are the death and health savings coming in—that is, are all the savings in mortality among infants and children, or have we made progress in prolonging adult lives?"

The greatest gains undoubtedly have been made in preventing, curing and limiting the diseases of childhood. In the period 1921-24 the death rate among children five years old and under had been cut in half as compared with the period beginning in 1901. But there has been a saving in lives, too, in every age group up to 65, comparing the two periods. For instance, for every ten men and women who died between the ages of 25 and 35 at the beginning of this century, only six died at similar ages in the period 1921-24. Only in the age group of 65 to 75 was an increase in mortality recorded.

Let us reduce these bare statements of facts to "cases" in this fashion:

In 1900, among every million of our population in the registration states, approximately 17,195 people died of all causes. In 1929, only 12,343 died—a saving of practically 5,000 lives per million of population, or approximately a total saving of 600,000, assuming the rates to apply to the whole country. Where 313 people died of typhoid fever in 1900, only 16 succumbed in 1929. Where 134 children (and adults) died of measles in 1900, only 25 died in 1929. Where tuberculosis killed 1,745 people at the beginning of this century, there were only 647 deaths in 1929. Scarlet fever took a toll of 96 children or other persons in 1900 to every 19 who succumbed to that disease in 1929.

These are some of the signs of progress in the care of human health, the results of some of the great advances in medical science and the application of preventive medicine during comparatively few and recent years.

Now, with more people reaching middle age and advanced years, we find an increase of deaths from diseases pertaining especially to those age groups. In other words, medical science, having succeeded in keeping many more people alive through infancy, youth and the lower reaches of adulthood, now is confronted with the problem of safeguarding those lives in the natural period of declining physical vigor. Many of those who are at the middle age, for instance, are just beginning to feel the effect of a heart lesion incurred in childhood when less was known about the serious later results of certain childhood diseases, and far less about proper treatment. Children were even intentionally exposed to certain diseases so that they might "have them over with"—neither doctors nor parents of that day and age recognizing the fact that the foundation was being laid thereby for some serious trouble 30 or 40 years later.

So the present record is different, with respect to heart disease, cancer, diabetes, apoplexy and other so-called "degenerative" diseases, than it is with respect to the ones previously mentioned. Diseases of the heart, for instance, took 1,374 people per million of population in 1910, as compared with 2,664 in 1929. One of the great health problems now is cancer. Where that disease or group of diseases caused approximately 640 deaths per million of population in 1900, it caused 960 in 1929.

Now, it is possible for some persons to look at such figures as those with utter despair and to proclaim loudly the failure of medical science, entirely forgetting the many years of life that have been added to the human span, bringing a constantly larger percentage of our people to the age of susceptibility to cancer, heart disease and the remainder of the group associated with the "wearing out" of the human machine.

On the other hand, it is proper to look back over a century or so, and, noting the diseases that have been practically vanquished in many nations, to conclude that we shall better control and limit, perhaps even eliminate, some of the great present-day causes of suffering and death. In the past one sees the scourges of great epidemics of smallpox and bubonic plague, yellow fever, cholera, typhus, scarlet fever, diphtheria and other diseases that now are greatly limited. In the future one sees, with knowledge of the study and research now going on throughout the civilized world, similar limitation of the ailments that afflict mankind today.—*N. Y. Herald-Tribune Magazine.*

Speed Demanded

Three minutes after receiving a warning letter a darky appeared at the ticket window of the railroad station. The following conversation ensued:

"Cap'n, suh, when do de fastes' train leab dis town?"

"Sorry, uncle, but the fastest train left five minutes ago."

"Dat's all right, boss: I'se in a hurry; jus' you sell me a ticket and tell me which track she lef' on."

Mining Mushrooms

ONE of the most interesting and novel cases of developing an industry giving employment to men formerly engaged in an entirely different occupation comes to us from Miami, Okla. Here, two hundred feet below the surface of the ground, the caverns of the old Anna Beaver mine in the zinc and lead district spelled OPPORTUNITY for young Dick Wills. Leasing the long-unused mine from its Indian squaw owner, he proceeded to prepare it for the raising of mushrooms.

"Hot beds" five feet wide and a foot deep were laid out in the subterranean passages to a total length of over a mile. Laid side by side, if this could be done, they would cover an acre or more.

First the young experimenter tried raising vegetables and flowers, but with indifferent success. Mushrooms seemed to have a far more attractive market. Growing them, however, proved a harder job that it seemed. He persisted, trying various adjustment of ventilation, temperature and moisture until he struck the most favorable.

Electric lights, a water system with hose connections every hundred feet, and an electric hoist are among the improvements made in the old mine. No heating apparatus was necessary as the temperature varies less than two degrees the year around.

From ten to thirty men, mostly former miners, are employed on this odd farm and in the packing room where the mushrooms, ranging from two to three inches in diamter, are sorted and packed in cartons enclosed in ventilated crates for shipment by express to the various city markets.

It is expected that the "farm" will produce 700 pounds of mushrooms daily when all the beds reach their maximum productivity.

Obscure Text

A young wife, wishing to announce the birth of her first child to a friend in a distant city, telegraphed:

"Isaiah 9:6." Which passage begins, "For unto us a child is born, unto us a son is given."

He friend, not familiar with the Scriptures, said to her husband:

"Margaret evidently has a boy who weighs nine pounds and six ounces, but why on earth did they name him Isaiah?"

Learning Fast

"Darling," asked the dumb bride making out the daily budget, "should the light bill be charged to 'current expenses'?"

Clicks from the Rails

An Ingenious Explanation

of the variation between winter and summer time-tables was advanced by a diplomatic ticket agent of the Canadian National during the summer tourist season. After being "bawled-out" by a knowing woman for telling her that the train left at 9:05 when she had already looked it up in her (winter) time-table and found that it went at 9:40, he was too tactful to tell her that she would have to wait six months before she could leave at that time. Instead, he went into a detailed explanation of the fact that in summer the heat expanded the rails to such an extent that it became necessary to start the trains from the terminal 35 minutes earlier in order for them to reach their destination on time. And she bought her ticket for the 9:05 and went out of the office with the air of one who had learned a great truth about railroading!

◆

A Cross-word Puzzle

book among an armful carried by the red capped porter attracted his attention as he waited for the owner to make a phone call. Upon her return he looked up and announced, "You've got this wrong here. It's not Titanic, but Titania—the fairy queen from 'A Midsummer Night's Dream,' you know." "Of course," she said, blushing. The porter picked up her bags and they went through the gates. "It was just a slip," *The New Yorker* reports him as saying.

◆

A Heroic Engineer,

Elmer Gordon, who pulls the Burlington's "American Royal," earned the praise of his passengers last month when a steam pipe broke in the cab of the locomotive, driving the crew from the cab. Unable to reach either throttle or brake valve, Gordon crawled out to the pilot beam and opened the angle cock, thus applying the brakes and bringing the train to a stop just before reaching a derail.

Streamlined Trains

are now being built for two American railroads, as most of us are aware. That the South Manchuria Railway Company plans operation of such a train between Dairen and Shinkyo, a distance of 437.7 miles, in 7 hours flat will be news to many. It will consist of a mail- and baggage-car, one each of first-, second-, and third-class cars, a dining and an observation car, and will operate daily in both directions. In addition to being the fastest in Asia, this will be the first train to be completely air-conditioned. Both design and construction are being handled at the company's locomotive works in Dairen.

◆

Of 25,000 Seal Skins

sold by "Uncle Sam" at the bi-annual auction of skins from the Pribiloff Islands of Alaska, over 90% went to out-of-town buyers who had their purchases sent by Railway Express, not daring to subject such valuable shipments to the perils of highway transport. At least 80% of the world's supply of seal skins comes from the Pribiloff Islands, the sealing operations having been taken over by the government in 1910, prior to which the privilege had been leased from time to time since we bought Alaska from Russia in 1867.

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The Central of Georgia,

first railroad to be chartered by the state of Georgia, and one of the pioneers in the country, celebrated its one hundredth anniversary December 20, 1933. The original charter, granted to the Central Railroad and Canal Company, authorized the construction of a canal or railroad from Savannah to Macon, Ga. The license to build a canal was never used; however, by 1843 the company had built a 191-mile railroad, at that time the longest under one management in the world.

Three Rails Were Used

when the Delaware and Hudson handled both six-foot and standard gauge cars at one time. The East Broad Top line, in Pennsylvania is now meeting a similar problem in a different way. A three-foot gauge line with some 175 miles of track, it is impractical to widen it, as coal, its principle commodity can be easily transferred. For other commodities this is not satisfactory. Consequently all East Broad Top trucks are built to carry standard as well as narrow-gauge cars and loads. Foreign cars arriving for Broad Top delivery are lifted by electric crane for the removal of their trucks and substitution of those of narrow-gauge. A special design of coupler on its equipment allows East Broad Top to thus operate cars of both gauges in the same train.

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"Machine Gun" Kelly,

mid-western killer, sentenced to life imprisonment at Leavenworth for his part in a kidnapping, boasted that he would escape before reaching prison. Any hope he may have entertained of making good his boast was dispelled when he entered the M-K-T's prison car at Oklahoma City. This car, built especially for transporting prisoners, is of all-steel construction, with bullet-proof windows, and all doors are double-locked when it is in use, making escape practically impossible.

◆

A Delicate Tribute

to railroad sleeping cars is paid by Prof. Salomon, a German inventor, who has just produced a new sleep-inducing machine. A plain round wooden box mounted on three little legs, it contains a clockwork mechanism that runs for 40 minutes emitting a hollow droning sound punctuated by a dull clicking. Would-be purchasers are asked to imagine themselves in a sleeping car, being lulled to sleep by the "clicks from the rails."

THIS ABOVE ALL;
To thine ownself be true;
And it must follow,
as the night the day,
Thou canst not then
be false to any man.

(Polonius' advice to his son Laertes)
—Hamlet